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PRIVATE RESIDENTS AT THE
OUTPOSTS
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NEWS OF THE FAR EAST
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**HONGKONG WEEKLY
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with which is incorporated the
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.All letters for publication should be written on one side of the paper only.
No anonymous or signed communications that have already appeared in other papers will be inserted.
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Telegraphic Address: PRESS.
Cable Address: A.S.W. 4th Ed. Lister.
P. O. Box, 84. Telephone No. 12.BIRTH.
On July 16th, at Shanghai, to Mr. and Mrs. C. J. Head, a daughter.
DEATH.
On July 16th, at the Shanghai General Hospital, ALEX. B. SHOOT, aged 34 years.HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 21st, 1908.

It has often been pointed out that although China is in theory under imperial authority the actual state of the administration bears a closer analogy to that of a Confederation than to an Empire as generally understood. In theory the main factor in the government of the country is absolute power as exercised from Peking. In reality, as is well known, this authority is largely qualified, and in many matters the Provincial Viceroy is able to act with what is practically complete independence. This has often been the cause of serious friction; but, upon the whole, it is astonishing with what adroitness difficulties of this kind have been overcome and government, albeit in a somewhat clumsy form, has been sustained. At the same time the trouble has by no means been overlooked by the central authorities; and indeed the complaint has often been made that they are too ready to shield themselves from responsibilities, international and other, on the plea that they are unable to interfere with the rights of the Provincial Magistrate. This actual state of affairs is what will in reality have to be considered in any reform that may be initiated with a view to improving the internal government of the country, and more especially in connection with the problem, of which we hear so

much, of introducing some form of representative government. It will certainly be no easy task to discover the exact point at which a compromise can be made between very antagonistic principles. If a popular element be introduced into the administration, it must take the shape of local assemblies acting under or rather in co-operation with the Provincial Authorities. But on the other hand, if this weight is to be added to the power of the provinces, a similar force must be brought into play to support imperial authority in dealing with all matters that affect the welfare of the Empire as a whole. If anything, therefore, is done in the direction of popular representation, it would seem that the only means of obtaining satisfactory results would be to institute simultaneously, an Imperial Parliament to deal with the large matters affecting the whole Empire, and local assemblies to manage such matters as may fairly be considered of a merely Provincial character—something, in fact, after the style of American institutions, with, however, a safeguard against the difficulty which has of late become apparent in that country from the complete independence of individual States in matters

which may have a national bearing, as for example the question of Japanese immigration which of late caused so much trouble in the State of San Francisco. It is possible that some valuable hints in this direction might be obtained by the Chinese through a study of German institutions, that country having succeeded very thoroughly in solving a problem which is in many respects analogous to that which is before China in the present day. Although it might not appear so at first sight, there is a noticeable analogy between what is the actual state of the Chinese empire in regard to the provinces, and that which existed in Germany, when it was composed of various Electorates, Grand Duchies and independent Kingdoms, before they were combined under the Empire in 1870. It is true that the Viceroys are removable by the Imperial Government, while in Germany the autonomy of the various states composing the Empire has been preserved. In essentials, however, the position of affairs in either country is to some extent the same. Practically the Chinese provinces under their respective Viceroys are as independent of the central authority as if they were separate Kingdoms united under an Empire; and the methods which have a united and strong nation with an adequate amount of popular representation would probably prove adapted to the real state of affairs in China which differs essentially from what it is represented to be theoretically. The introduction of representative institutions into China in the form in which we are familiar with them in Great Britain and her Colonies would be too far-reaching a measure to afford ground for any hope of ultimate success, or even of its being seriously considered by Chinese statesmen, who know what is the actual state of matters with which they have to deal; but it is not too much to hope that some step in the direction indicated might be tried and might become the stepping stone to further progress in the direction of representative government. There are no doubt many strong grounds for objection to multiplied Legislative bodies; and it would be more satisfactory if the way could be clearly seen to supplying one Imperial Parliament for China, where the affairs of the whole nation would be discussed and settled, as is the case in Japan. But it is impossible to ignore that there are serious difficulties in this course, and that if this were the only mode of applying the system of representative government that can be taken into consideration, we might expect to wait indefinitely for its accomplishment. The great aim should be to make the advance in a form that shall not be too great a change from the actual state of affairs, and, as there can be no question that the existing administration involves the exercise by the Provincial authorities of great, indeed in many cases really independent, powers, it would obviously be desirable to endeavour, if possible, to preserve that species of authority, but in such a shape that on the one hand it would be in conformity with the wishes of the people in the respective Provinces so far as local matters were concerned, and on the other

subject to the control of the central authority with respect to more important matters and as to all questions of imperial and national significance. Much might be learned in respect to the former by reference to the United States Constitution; and with regard to the latter, from a study of the German Empire. In a country so used to the theory at least of central authority as China, the latter would probably afford a solution of many of the points which would arise for adjustment.

The German Mail of the 18th June was delivered in London on the 18th inst.

The Directors of the Shanghai Waterworks Co., Ltd., have declared an interim dividend of 15/- per share, payable on the 29th inst.

Mr. F. D. Cheshire, Inspector-General of American Consulates, has gone home on a few months leave.

The American battleships "Maine" and "Alabama," sent out in advance of the fleet are expected to reach Manila on the 27th inst.

The Government Bacteriologist examined for rat plague 38,520 rats caught last year in Hongkong and Kowloon. Only 28 were found infected.

The property offered for sale by Mr. G. P. Lamont, auctioneer, yesterday—shares in certain buildings and lots of land at Kowloon—was withdrawn.

Mr. Parlett, British Vice-Consul at Tairen, has been appointed Consul at Hakodate, and Mr. Wynn of the British Legation at Tokyo, will go to Tairen as Vice-Consul.

At Wanchai on Sunday an elderly Chinese woman committed suicide by taking opium. The cause of her action is unknown, but it is believed to have been the result of a family quarrel.

Analyses continued during a number of years, says the Government Analyst, have shown that Hongkong-made cement is remarkably uniform in character, and equal in every respect to any other good brand of Portland Cement.

The Straits Times says it is reported that Messrs. Horwath, Erskine and Company, Ltd., have secured the contract for the supply of steel materials for the new building of the Hongkong Hotel Company Ltd. The contract is said to amount to a good round sum of money.

The Acting Governor-General of French Indo-China reports that the six leading items of the budget show a collection of \$14,492,000 for the first five months of this year, against \$1,697,000 over the estimate and \$1,309,000 in excess of the corresponding period of 1907.

At the inquest at Ipoh into the circumstances attending the death of Dr. Cross, formerly a medical missionary in China, it was shown that he had had a number of worries and the verdict returned was that "death was due to an overdose of carbolic acid, taken while temporarily insane."

The plague return for the week ended the 18th inst. showed 29 cases, all fatal. Other communicable diseases reported during the week were 10 of cholera, 6 being fatal; 3 of enteric fever, 1 fatal; 2 of purpural fever, 1 fatal; and 1 fatal case of small pox. For the 48 hours ended noon yesterday three cases of plague were notified, two Chinese cases being fatal. The other was a Portuguese.

A young man, aged, was charged before Mr. J. V. Kemp at the Magistrate's yesterday with stealing \$53 worth of clothing, the property of A. C. Diercks of Elgin Road, Kowloon. Defendant, who was stated to have broken open the door of complainant's house, admitted the theft. As there were three previous convictions against him, his Worship passed sentence of three months' imprisonment.

The body of the European found in the harbour last week has not been identified. The police have had it photographed, and the photographs have been freely circulated, but without avail. It is believed that deceased must have been a member of the crew of some vessel which has since left port. His death must have been accidental or self-sought, as there were no marks of violence on the body, and money was found in his purse.

Before Mr. J. R. Wood at the Magistrate's yesterday, two soldiers of the Middlesex Regiment were proceeded against for assaulting a Hongkong Club "boy" near No. 5 Station, Queen's Road Central, on Saturday night. The evidence showed that, without apparent cause, the defendants attacked the boy with their sticks, inflicting a nasty wound on the forehead. His Worship imposed a fine of \$8 or 14 days on the first defendant, and \$2 or seven days' imprisonment on the second defendant.

In consequence of the abuse of credit at Straits outposts by Chinese and Kling dealers—who use the money of European firms for their own purposes—a Singapore merchant has suggested the appointment of an experienced accountant to work under the auspices of the Chamber of Commerce. The cost for salary, &c., is estimated at \$10,000, and it is contended that such an expert would be able to materially assist the official assignee, and supply a link, now badly needed, between merchants and the assignee.

Home papers state that a monument to the memory of those who fell in the battle of Tsushima in the Japan Sea was unveiled on May 28 in the courtyard of the Naval School at St. Petersburg. It is in the form of a column, surmounted by an eagle bearing a cross. Several newspapers referred to the anniversary of the disaster to Russia's naval strength, and noted that although three years have gone by nothing had yet been done either to reform the conditions which were responsible for the defeat or to restore the maritime power of the empire. The monument was unveiled by the Emperor, and a number of high foreign officers and leading members of St. Petersburg society. All the papers rendered tribute to the spirit of self-sacrifice which animated Russian soldiers and sailors during the war, and proposed that the nation should erect a suitable monument.

Mr. V. A. Cesar Hawkins has recently severed his long connection with the Hongkong and Shanghai Banking Corporation, and has joined the Board of the Imperial Bank of Persia. Mr. Hawkins is at present in Persia on an inspection tour.

The return of visitors to the City Hall Library and Museum for the week ending the 19th July, 1908, shows that of non-Chinese there were 374 to the Library and 157 to the Museum; and of Chinese 195 to the former and 1,522 to the latter. The Library was, therefore, used by 569 persons and the Museum by 1,679.

In the Veterinary Surgeon's report for 1907 it is mentioned that the new enterprise of pig feeding by the Hongkong Milling Company has only had a qualified success owing principally to the difficulty of avoiding infection. The breeding of European pigs was tried at Castle Peak farm but has been only moderately successful.

The latest mail brings news of the death of Mr. David McLean, who joined the staff of the Hongkong and Shanghai Banking Corporation on the foundation of the bank in 1865, and became manager of the Shanghai branch and later was appointed manager in London. Mr. McLean died at his home in Aberdeenshire at the age of 76.

Mr. Frank Brown, the Government Analyst, in his report for 1907 remarks:—"A good deal of care is taken by retailers that the quality of their liquors answers the legal requirements. A large quantity of brandy being deficient in ether, was returned to the shippers. As the question as to 'What is Whisky' has not yet been decided, it has not been considered advisable to recommend any prosecutions with regard to this liquor. At present therefore the quality of whisky remains the same as that required in England. The analysis of locally made beer has shown it to be possible to brew here a beverage of high quality, which will keep sufficiently long without the use of any preservative."

OPHTHALMIC DISEASE AMONG CHINESE.

Great progress, Dr. G. M. Harston reports, was made in 1907 in the treatment of ophthalmic diseases at the new ophthalmic department of the Tung Wah Hospital, and the appreciation of the department amongst the Chinese community is universal, and not confined to the limits of the Colony, as many patients have journeyed specially down to Hongkong for treatment and some have even come from remote villages up the West River.

Dr. Harston mentions that his last year's report led to steps being taken to combat the prevalence of infectious eye disease in the schools. Dr. Jordan was delegated to examine all Government schools while he (Dr. Harston) was requested to examine private schools. The percentage results of trachoma prevalence, he says, "were exceedingly good." In one school the prevalence was reduced almost to a minimum. Dr. Harston remarks:—"No more striking proof of the effect of an enlightened Government upon the welfare of the community could be instanced and I have reason to know that acting under medical advice the Government of this Colony has taken the necessary steps to wipe out this blot upon the health of the school children of the Colony. It is my sincere hope that the neighbouring and friendly Government of His Imperial Chinese Majesty will follow this most excellent example set by the Government of Hongkong, and thus initiate a successful measure for the prevention of blindness so common in all the great cities of China."

A NEW TERRITORY TRAGEDY.

SUSPECTED MURDER.

Another obscure and suspicious case of death is reported from the New Territory where, last week, Sergeant Kendall found the dead body of a native on the hillside. The deceased, who was apparently murdered, was named Tin Kang Fat. He had not long returned from Australia where, after years of toil, he had saved a considerable sum of money. It was his intention to settle down in his native village of Chungwan, and before starting on his trip home he drew his savings from a bank in Hongkong. With the money on his person he decided to travel overland, notwithstanding the persuasions of his nephew to go home by steamer. His road ran from Lai-chikok to Chungwan, and it was midway between these places that he met his death.

Sergeant Kendall found the body at Kwai Cheung Gap, about twenty yards from a public footpath; a place which is not often patrolled by the police. Deceased was lying on his back, and his hands were tied tightly round his neck. He had a bruise on the left side of the head, caused apparently by a blow from the rear inflicted with a blunt instrument. When found deceased was slightly decomposed, and apparently had been dead for three or four days. The fact that his money was missing is an indication of foul play, and the police are now at work endeavouring to unravel another of those difficult cases which occur at intervals in the New Territory.

BRITISH NAVAL CONSTRUCTION.

Mr. H. K. R. in reply to a question by Mr. James Hogg, M.P., gives the following table showing the expenditure, exclusive of establishment and incidental charges, upon new naval construction during the last three financial years:—

The approximate expenditure upon guns for new ships was as follows:—1906-6, £232,700; 1907-7, £274,800; 1907-8, £446,000; and the amount paid to contractors formed about two-thirds of the total in each year.

SUPREME COURT.

Monday, 20th July.

IN CRIMINAL JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(ACTING PRESIDING JUDGE).

JEALOUSY AND REVENGE.

Wong Muk was indicted on three charges—intent to murder; intent to maim, and intent to do bodily harm. The Attorney-General (Hon. Mr. Ross Davies), instructed by Mr. Dennis, from the Crown Solicitor's office, conducted the prosecution, prisoner being undefended.

The jury was empanelled as under: Messrs Geo. Moffat (foreman), James Panchon, Olat Stoltz, W. Waterhouse, Mr. A. A. Soutz, J. E. Gibson, H. S. Holmes.

The Attorney-General said the gist of this offence was the intent with which it was done, and it was customary to frame the indictment with several counts so as to get at the real intent. The circumstances were as follows:—On the 30th May prosecutor, who is a carpenter, along with two friends visited a brothel in Kennedytown, where they remained for two hours. On leaving the place they stood outside talking for a little while when a band of men came running down the street crying "ta." Prosecutor, who was standing with his back to them, did not see them approach. Suddenly he was stabbed in the back from behind. On looking round he saw the prisoner attempting to conceal himself under the verandah. There were others with him whom the prosecutor did not identify. One of his friends corroborated the story and speaks distinctly to seeing the stab inflicted by the prisoner with a knife. Prosecutor's comrades ran off and were pursued by some of the men. One of the women of the house where the three men had been also saw the occurrence, saw the prisoner stab the prosecutor in the back and saw the two men run away pursued by the others. As regards the motive of the crime, the jury would probably come to the opinion after hearing the evidence that it was jealousy or revenge. Apparently one of the other men had asked a girl in the house to go with him but she declined and went instead with one of the trio. The wounded man was taken to the Government Civil Hospital where it was not expected he would recover, the wound being an inch and half long and just between the sixth and tenth ribs.

Evidence was called at length, and at the close of the case for the Crown, prisoner put in a statement to the effect that in the struggle the prosecutor received the stab from one of his own friends, who was meant for him (the prisoner).

The jury unanimously found prisoner guilty on the third count, intent to do grievous bodily harm.

His Lordship entirely concurred with the finding of the jury. The wounding was a very serious one and it is fortunate that the prosecutor is alive. I sentence prisoner to seven years' hard labour.

PUBLIC BATH-HOUSES IN

The report of the Medical Officer of Health states:—

The free Public Bath-houses erected by the Government at Wanchai and in Pound Lane, Taipingshan, and also the temporary bath-houses, fitted up in Chinese tenement houses rented for this purpose, at 92 Second Street and 2 Sheung Fung Lane, have been in great demand by the poor class of Chinese and the following figures show the total number of persons who have used these bath-houses during the year 1907:—

Wanchai	101,608
Pound Lane	110,094
Second Street	58,884
Sheung Fung Lane	32,814

Total... 303,399

Separate baths, with an ample supply of hot water, are furnished at each of these bath-houses—that at Wanchai is for men only, and is largely used by the coolies engaged in scaling ships in the Harbour, and that at Second Street is also for men only. (The Pound Lane bath-houses have separate buildings for men and for women and children, and the Sheung Fung Lane bath-house is for women and children only.)

THE SHOWER OF HORSE HAIR IN RANGOON.

A most singular incident happened recently in Rangoon town and suburbs. The Burmese and natives of varying lengths and colours from the roads and preserving it carefully as a talisman. About ten days previously a Burman seafarer prophesied, as the result of a dream that horse hair would come down with rain. On Sunday afternoon June 27th any amount of it was picked up in the belief that, if soaked in water or burnt, consumers of the water or ashes would become immune from plague, and ninety-six other diseases. Others believed that horse hair would be turned into gold; others that a horse ruler of the world was about to arrive on a horse which was shedding its hair, while other foolishly believed stories of a more ridiculous nature. It is believed by right-minded persons that the phenomenon is due to a storm or waterspout.

WEATHER REPORT.

On the 20th at 11.55 a.m.—The barometer has fallen slightly on the N.E. coast of China, and risen a little elsewhere.
The depression is moving northwards over Shanghai.
Pressure is high to the E. of Japan in the North, and over the S. part of the China Sea.Fresh-monsoon may be expected in the Forrester Channel and the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.79 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

S.W. and S. winds, fresh; S.W. and S. winds, fresh; S.W. and S. winds, fresh.

Foggy, drizzle, or rain, same as No. 1.

South coast of China between 10° and 15° N. Same as No. 1.

South coast of China between 15° and 20° N. Same as No. 1.

Hongkong and Hainan... Same as No. 1.

Hongkong and Hainan... Same as No. 1.

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Hongkong and Hainan... Same as No. 1.

REFLECTIONS AT MACAO.

[BY "A GRIFFIN"]

A place of lost opportunities, a place of undeveloped potentialities, a place with a thrilling past and a pathetic present. Such is Macao. Rich in historic associations, it is full of interest to the visitor who goes there other than on gambling bent, and if he use his eyes to advantage he will see much to instruct and also much to sadden him in this Portuguese possession.

For of all sad words of tongue or pen

The saddest are these "It might have been."

Macao might have been the first city of the Far East. But it isn't. I do not mean to speculate as to the probable influence of Macao had the successors of the early navigators and traders acted in a manner worthy of their predecessors, but one can scarcely refrain from musing on the past as one sees the evidence of the solid work of the founders of the first European settlement in China. These daring adventurers not only braved the perils of the deep by sailing into seas that were little known, but they faced risks quite as great in forcing their presence on a people who disliked innovation and who could not view them with anything but distrust. What a striking scene that must have been when the first sturdy little vessel, not as big as some of our British coasting schooners, dropped anchor at this outpost of Far Cathay. One can imagine the excitement on board, the feeling of relief which must have succeeded the monotony of the weary months on that long voyage from Portugal round the Cape of Good Hope, and the joy at the prospect of setting foot on land again. Think too, of the scene on shore, the people gazing seawards in wide-eyed astonishment at the peculiar vessel and with wonderment at the strange-looking men who approached in the open boat, and the officials, just as bewildered, but displaying a calmness they did not feel. Think too, of the difficulties which had to be overcome at that first interview—the suspicions that had to be removed and the confidence that had to be established. The picture is indeed a striking one, worthy of the attention and skill of any artist.

We know these difficulties were overcome, and the early navigators were followed by the traders and the missionaries. The rivals of the Portuguese in the East, the Dutch, soon made their appearance, but the Moluccans did not displace them as they did in Ceylon and in the East Indies. The East India Company followed and Macao rapidly developed as a trading centre, the more so as Canton did not offer proper facilities for foreigners to do business. In the 18th century it was a flourishing place with vast possibilities. But its opportunities were neglected, and Macao is now only a city of reminiscences. The few well made roads, narrow, but rough and more on the feet point to the seriousness and enterprise of the early settlers. The substantial houses broken the same good qualities, and the many churches and public buildings are lasting monuments of the energy and industry and of the enterprising spirit of the Portuguese. The harbour also indicates their foresight, and indeed the situation of the city—the centre for rich agricultural and manufacturing districts and the port for all South China—is eloquent testimony to their judgment. All these show what a good start the Portuguese had in Macao. And that is what saddens. Having done so well why should they not have done better? They have neglected their opportunities. They have allowed power to slip from their grasp. They have lived in the past and forgotten the present. Bygone splendours are only a dream. And the present is little better than a slumber. Macao reminds us of senility sleeping its life away in an arm chair. Its vigour has gone and it seems as if it could find no usefulness.

Yes, Macao had great advantages, a natural harbour, a good situation contiguous to Canton, an established trade, but what have these availed? Nothing. When Portugal fell away from its foremost place among the nations of Europe a natural consequence was its loss of power in the Orient. Macao was made to suffer. The resources that it had were drained by a short-sighted government at Lisbon, and though it must long ago have entered on the "age that melts in unperceived decay" it was doubtless the advent of the British as neighbours that accentuated the downward movement of this once flourishing little centre. The question naturally suggests itself—Will this decay be arrested? At present there is little prospect of that. Before the city can rise from its dreams of the past and enter on an era of usefulness there must be a great change. Either the city must pass into the hands of a more enterprising people or else this Portuguese must be regenerated. A new Governor, however enterprising and up-to-date his ideas may be, can do little by himself. Salvation must come from Portugal. Signs are not wanting that dissatisfaction with the existing state of things prevails in that country but whether a change of government will effect any improvement is doubtful. Still there can be no progress without discontent and one may indulge the hope that the discontent in the Iberian peninsula may lead to better things and that Portugal may return to an honoured place among the nations of the world and that the visitor to Macao will no longer be confronted with a place that is a mere shadow of its former self.

Shrine of the mighty, can be

That this is all remains of thee!

A gold brick, valued at about 11,000 pesos, was brought to Manila last week by Mr. Carson, the brother of Justice Carson of the Supreme Court. This gold bar is the product of the Paracale Dredging Company, and represents almost two weeks' dredging. This company, a Manila paper says, is now turning out gold at the rate of \$150,000 U. S. currency per year, and believes that this figure will soon be left behind when more dredgers arrive.

SHIPPING.

ARRIVALS.

ARMAND BEHIC, French str., 3,564, E. Guionnet, 19th July, 1903, Messageries Maritimes.
 CALDONOV, French str., 2,140, Lemonnier, 19th July, Shanghai 17th July, General-Messageries Maritimes.
 ERBOL, British str., 2,883, L. James, 20th July, Liverpool 6th June, and Singapore 14th July, General-Dodwell & Co.
 KUKIANG, British str., 20th July, Canton.
 RAJABURI, German str., 11,69, H. Besmer, 20th July, Bangkok 13th July, Rice, Meal and Salt-Butterfield & Swire.
 SAGO MARU, Japanese str., 3,560, G. Andersen, 20th July, Japan and Shanghai 17th July, General-Nippon Yusen Kaisha.
 SAMSUN, German str., 998, F. Schmetz, 20th July, Bangkok 13th July, Rice, Meal and Salt-Butterfield & Swire.
 SHANER, British str., 20th July, Canton.
 SOOCHUA, British str., 6,008, W. B. F. Hickey, 20th July, Yokohama 6th July, General-P. & O. S. N. Co.
 TIBODAN, Dutch str., 2,247, P. Zwart, 20th July, Moji 14th July, Coal and General-Java-China-Japan Line.
 YESAN MARU, Japanese str., 2,329, Aoki, 20th July, Moji 14th July, Coal-Mitsui Bussan Kaisha.
 YUNSHAN, British str., 1,188, P. H. Rolfe, 20th July, Manila 17th July, General-Jardine, Matheson & Co.

CLEARANCES.

At the Harbour Master's Office.

Caldonov, French str., for Europe, &c.
 Chinping, British str., for Saigon.
 Empire, British str., for Australian Ports.
 Italian, French str., for Hongkong.
 Soetra, British str., for Singapore.
 Tientsin, British str., for Swatow.

DEPARTURES.

ARMAND BEHIC, French str., for Canton.
 CHUENHING, British str., for Canton.
 CHUENHING, Chinese str., for Canton.
 FAL, Norwegian str., for Saigon.
 HEBENE, German str., for Swatow.
 LINAN, British str., for Canton.

SHIPPING REPORTS.

The British str. Soetra reports: Foggy weather from Japan to Shanghai, fine weather from Shanghai to Dood Island, since then rainy weather.

VESSELS IN DOCK.

ARMAND BEHIC, French str., for Canton.
 CHUENHING, British str., for Canton.
 CHUENHING, Chinese str., for Canton.
 FAL, Norwegian str., for Saigon.
 HEBENE, German str., for Swatow.
 LINAN, British str., for Canton.

VESSELS ON THE BERTH.

For SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "LIGHTNING"
 Captain A. E. Gentles, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
 For Freight or Passage, apply to
 DAVID SABROON & Co., Ltd.,
 Agents,
 Hongkong, 18th July, 1903. 1085

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 For SYDNEY AND MELBOURNE.
 Calling at TONGA, PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
 "EMPIRE"
 Captain Holmes, will be despatched as above TO-DAY, 21st July, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.Y.—To ensure the additional comfort of passengers the staterooms of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents,
 Hongkong, 30th June, 1903. 1012

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 For SWATOW, AMOY AND FOOCOW.
 THE Company's Steamship
 "HAIMUN"
 Captain Robinson, will be despatched for the above ports TO-DAY, the 21st inst., at 2 p.m.
 A reduction of 20 per cent. on First Class Fares to Foochow, will be made during the Months of July and August and September.
 For Freight or Passage, apply to
 DOUGLAS, LAPEL & Co.,
 General Managers,
 Hongkong, 18th July, 1903. 1088

"SHIRE" LINE OF STEAMERS LIMITED.
 For LONDON, HAMBURG AND ANTWERP.

THE Steamship
 "PLINTSHIRE"
 will be despatched for the above Ports on or about the 25th August, 1903.
 For Freight and Passage, apply to
 SHEWAN, TOMES & Co.,
 Agents,
 Hongkong, 20th July, 1903. 1093

"GLEN" LINE OF STEAMERS.
 For LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship
 "GLENSTRAE"
 Captain J. Macgillivray, will be despatched as above on 1st August, 1903.
 For Freight, apply to
 MCGREGOR BROS. & GOW,
 Hongkong, 13th July, 1903. 1082

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & No.	BEETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON & ANTWERP VIA SUEZ CANAL.	GLENNSTRAE	Brit. str.	—	J. Macgillivray	MCGREGOR BROS. & GOW	On 1st August.
LONDON, HAMBURG & ANTWERP.	FLINTSHIRE	Brit. str.	—	Luning	SHEWAN, TOMES & Co.	About 25th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SAKONA	Ger. str.	K.W.	Habel	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SALONIA	Ger. str.	K.W.	Jäger	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	K.W.	Peter	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	AMERIA	Ger. str.	K.W.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 23rd inst.
MARSEILLES, &c. VIA PORTS OF CALL.	CALEDONIAN	Fr. str.	—	Lemonnier	MESSAGERIES MARITIMES	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SALO MARU	Jap. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LARSEN	Ger. str.	K.W.	Wagner	HAMBURG-AMERIKA LINIE	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	About 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Dan. str.	—	Kotze	MELCHERS & Co.	On 5th Aug., at D'light.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SPERZA	Ger. str.	K.W.	Kotze	HAMBURG-AMERIKA LINIE	About Middle of Sept.
GENOA, MARSEILLES, LONDON, &c. VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	E. In Femmer	NIPPON YUSEN KAISHA	On 12th Aug., at D'light.
GENOA, MARSEILLES, LONDON, &c. VIA SINGAPORE, &c.	PRINZ LUDWIG	Aut. str.	—	E. W. Binsler	MELCHERS & Co.	On 29th inst., at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	NIPPON	Am. str.	—	E. Tarabochia	SHEWAN, TOMES & Co.	On 29th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	MONTEAGLE	Brit. str.	—	Anderson	STANDARD OIL CO.	About 27th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL.	EMPIRE	Brit. str.	—	Anderson	CANADIAN PACIFIC R. CO.	On 23rd inst., at 4 p.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	GLINFAR	Brit. str.	—	K. Kawara	CANADIAN PACIFIC R. CO.	On 8th Aug., at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	SHINARO MARU	Jap. str.	—	W. Shotton	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
VICTORIA, B.C. & TACOMA VIA JAPAN.	SUVERIC	Am. str.	—	M. Yagi	ONDDWELL & Co., Ltd.	On 18th Aug., at 4 p.m.
AUSTRALIAN PORTS VIA TIMOR PORT DARWIN.	EMPIRE	Brit. str.	—	F. T. Holmes	GIBB, LIVINGSTON & Co.	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA.	KYUKAWA MARU	Jap. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 3rd Aug., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA.	PRINZ SIGISMUND	Ger. str.	—	D. Leuz	NIPPON YUSEN KAISHA	On 7th Aug., at 5 p.m.
AUSTRALIAN PORTS VIA MANILA.	YAWATA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 4th Sept., at Noon.
VLADIVOSTOK.	ARCONIA	Rus. str.	—	A. Keith	MELCHERS & Co.	End of July.
KOBE AND YOKOHAMA.	AWA MARU	Jap. str.	—	D. Leuz	NIPPON YUSEN KAISHA	On 24th inst., at D'light.
YOKOHAMA AND KOBE.	PRINZ SIGISMUND	Ger. str.	—	K. Homma	MELCHERS & Co.	About 24th inst.
NAGASAKI, KOBE & YOKOHAMA.	YAWATA MARU	Jap. str.	—	H. Koopke	NIPPON YUSEN KAISHA	On 5th Aug., at Noon.
JAPAN.	TYENHAI	Dut. str.	—	K. Homma	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	AMIRAL EXEMANS	Fr. str.	—	K. Homma	JAVA-CHINA-JAPAN LINE	On 24th inst., at D'light.
TSINGTAI & NEWCHANG.	NANCHANG	Brit. str.	1 m.	K. Homma	BUTTERFIELD & SWIRE	About 24th inst.
TIENSIN.	CHIEFING	Brit. str.	1 m.	F. J. Davis	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 4 p.m.
SHANGHAI & CHINKING.	FOOCHOW	Brit. str.	1 m.	T. Suruga	SHEWAN, TOMES & Co.	To-morrow, at Noon.
SHANGHAI VIA SWATOW, AMOY & FOOCOW.	CHOSUN MARU	Jap. str.	1 m.	T. Suruga	OSAKA SHOSHEN KAISHA	To-day, at 4 p.m.
SHANGHAI.	KICHANG	Brit. str.	1 m.	A. A. Campbell	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI.	WOSANG	Brit. str.	1 m.	A. A. Campbell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
SHANGHAI YOKOHAMA & KOBE.	SILVIA	Ger. str.	K.W.	B. W. Snow	HAMBURG-AMERIKA LINIE	About 22nd inst.
SHANGHAI.	VALDIA	Ger. str.	K.W.	B. W. Snow	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI YOKOHAMA & KOBE.	VALDIA	Ger. str.	K.W.	B. W. Snow	HAMBURG-AMERIKA LINIE	About 25th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	P. K. LUTFOLD	Ger. str.	—	H. Kitchner	MELCHERS & Co.	About 29th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	MOFOBI MARU	Jap. str.	—	J. Hands	NIPPON YUSEN KAISHA	On 1st August.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	NYAKA	Brit. str.	—	S. J. Bradshaw	P. & O. S. N. Co.	About 1st August.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	YAKA	Brit. str.	—	S. J. Bradshaw	MESSAGERIES MARITIMES	On 3rd Aug., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	FOOKS	Brit. str.	—	S. J. Bradshaw	JARDINE, MATHESON & Co., Ltd.	On 14th Aug., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	CATHAY	Dan. str.	—	P. J. van Emmerick	MAISON & Co.	Middle of August.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	TYLANTJAP	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.
SWATOW, AMOY & FOOCOW.	SHOSU MARU	Jap. str.	—	Ijichi	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
SWATOW, AMOY & FOOCOW.	JOSEPH MARU	Jap. str.	—	H. S. Smith	OSAKA SHOSHEN KAISHA	On 26th inst., at 9 a.m.
SWATOW, AMOY & FOOCOW.	TIENSIN	Brit. str.	1 m.	Monkman	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
SWATOW, AMOY & FOOCOW.	HAIMUN	Brit. str.	2 h.	Robson	DOUGLAS LAPEL & Co.	To-day, at 2 p.m.
SWATOW, AMOY & FOOCOW.	HAICHING	Brit. str.	2 h.	Passmore	DOUGLAS LAPEL & Co.	On 24th inst., at 2 p.m.
SWATOW, AMOY & FOOCOW.	TAKING	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SWATOW, AMOY & FOOCOW.	YUENANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 p.m.
SWATOW, AMOY & FOOCOW.	LOGBANG	Brit. str.	1 m.	Logg	SHEWAN, TOMES & Co.	On 24th inst., at Noon.
SWATOW, AMOY & FOOCOW.	LOGBANG	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 4 p.m.
SWATOW, AMOY & FOOCOW.	RUEI	Brit. str.	—	E. Almond	SHEWAN, TOMES & Co.	On 1st Aug., at Noon.
SWATOW, AMOY & FOOCOW.	MAVANG	Brit. str.	—	Wegall	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
SWATOW, AMOY & FOOCOW.	BORNEO	Ger. str.	—	F. Semblil	MELCHERS & Co.	Beginning of August.
SWATOW, AMOY & FOOCOW.	YEROFU MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 27th inst.
SWATOW, AMOY & FOOCOW.	LIGHTNING	Brit. str.	—	A. E. Gentles	DAVID SABROON & Co., Ltd.	To-day, at Noon.
SWATOW, AMOY & FOOCOW.	NAMANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.
SWATOW, AMOY & FOOCOW.	CUBONA	Rus. str.	—	Zwart	MELCHERS & Co.	On 14th August.
SWATOW, AMOY & FOOCOW.	TYBODAN	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific in the "EMPIRE LINE" Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPIRE OF CHINA"	6,000	SATURDAY, 25th July	15th Aug.
"GLENFAR"	3,700	SATURDAY, 8th Aug.	6th Sept.
"LENNOX"	3,700	WEDNESDAY, 19th Sept.	8th Oct.
"EMPIRE OF INDIA"	6,000	THURSDAY, 24th Sept.	13th Oct.
"EMPIRE OF JAPAN"	6,000	THURSDAY, 22nd Oct.	9th Nov.
"MONTEAGLE"	6,183	WEDNESDAY, 7th Oct.	31st Oct.

S.S. "LENNOX" and "GLENFAR" are Freighters only and do not carry Passengers. S.S. "MONTEAGLE" will depart from HONGKONG at 4 p.m.

THE Quickest route to CANADA, UNITED STATES AND EUROPE calling at SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPIRE" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, via Canada Atlantic Ports or New York £71.10 Intermediate on Steamers "£40." "£42." and 1st Class Railways "£40." "£42."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR SHANGHAI VIA SWATOW, ("CHOSUN MARU") TUESDAY, 21st July, at 10 a.m.

FOR ANTING VIA SWATOW, ("SHOSHU MARU") WEDNESDAY, 22nd July, at Noon.

FOR TAMSUI VIA SWATOW, ("JOSEPH MARU") SUNDAY, 26th July, at 9 a.m.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 21st July, 1903. T. ARIMA, Manager.

NORTHERN PACIFIC RAILWAY LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	W. Shotton	On 29th July.
KUMEROU	6,232	Cowley	On 19th August.
SHAWMUT	9,606	E. V. Roberts	On 12th September.
TREMONT	9,606	T. W. Garlick	On 6th October.

Stowage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 18th July, 1903.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR MARSEILLES VIA PORTS ("CALEDONIAN") On 21st July, 1 p.m.

FOR SHANGHAI, KOBE & YOKOHAMA ("YAREA") On 3rd Aug., at Noon.

FOR MARSEILLES VIA PORTS ("TOURANE") On 4th Aug., at Noon.

FOR SHANGHAI, KOBE & YOKOHAMA ("AUSTRALIEN") On 17th Aug., at Noon.

FOR MARSEILLES VIA PORTS ("ARMAND BEHIC") On 18th Aug., at Noon.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—P. NALIN, ACTING AGENT, Queen's Building.

Hongkong, 21st July, 1903.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
 "DEVANHA"
 Captain T. H. Hild, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 25th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOLAVIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on the 6th September, 1903.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to F. J. ABBOTT, Acting Superintendent, Hongkong, 13th July, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the Brazils to PERSIAN GULF, Red Sea, BLACK SEA, LEVANT, VENICE and ADRICATIE PORTS.

THE Company's Steamship
 "NIPPON"
 Capt. T. Tarabochia, will be despatched as above on or about the 25th July.

This steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to SANDER, WHEELER & Co., Agents, Princess Buildings, Hongkong, 26th June, 1903.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL (With liberty to call at the Malabar Coast).

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 23rd July	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 25th July	See Special Advertisement.
SHANGHAI, MOJI, KOBE, NYANZA and YOKOHAMA	Capt. H. S. Bradshaw	About 1st Aug.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 20th July, 1908

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and AMOY	"TIENSIN"	On 21st July, 10 A.M.
SHANGHAI and CHINKIANG	"FOOCHOW"	On 21st July, 4 P.M.
SHANGHAI	"KIUKIANG"	On 21st July, 4 P.M.
MANILA	"TAMING"	On 21st July, 4 P.M.
TINGTAN and NEWCHANG	"NANCHANG"	On 29th July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CATINS, TO WINSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 3rd Aug., 4 P.M.

MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 21st July, 1908.BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENSIN	"CHIEFSENG"	Wed., 22nd July, Noon.
SHANGHAI	"WOSANG"	Wed., 22nd July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NANSANG"	Thursday, 23rd July, Noon.
MANILA	"YUNSHANG"	Friday, 24th July, 4 P.M.
SANDAKAN	"MAUSANG"	Tuesday, 28th July, Noon.
MANILA	"LOONGSANG"	Friday, 31st July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Friday, 14th Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 20th July, 1908.

GENERAL MANAGERS.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	About Friday, 24th July.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG"	Wed., 29th July, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ REGENT LUITPOLD"	About Wed., 29th July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY, and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 19th Aug., at 6 P.M.
KUDAT & SANDAKAN	"BOENRO"	Beginning of Aug.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th July, 1908.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Ljubar, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMEWARD
FOR SHANGHAI, YOKOHAMA & KOBE	FOR SHANGHAI, YOKOHAMA & KOBE
S.S. SILVIA	S.S. SILVIA
FOR SHANGHAI, YOKOHAMA & KOBE	FOR SHANGHAI, YOKOHAMA & KOBE
S.S. VANDALLA	S.S. VANDALLA
FOR SHANGHAI, YOKOHAMA & KOBE	FOR SHANGHAI, YOKOHAMA & KOBE
S.S. SLAVONIA	S.S. SLAVONIA
FOR SHANGHAI, YOKOHAMA & KOBE	FOR SHANGHAI, YOKOHAMA & KOBE
S.S. SLAVONIA	S.S. SLAVONIA
FOR SHANGHAI, YOKOHAMA & KOBE	FOR SHANGHAI, YOKOHAMA & KOBE
S.S. AMERICA	S.S. AMERICA

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

Hongkong, 21st July, 1908.

HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 25th July, Noon.
RUBI	2540	B. W. Almond	Manila	On 1st Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th July, 1908.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.
FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Company's Newly Built Passenger Steamer

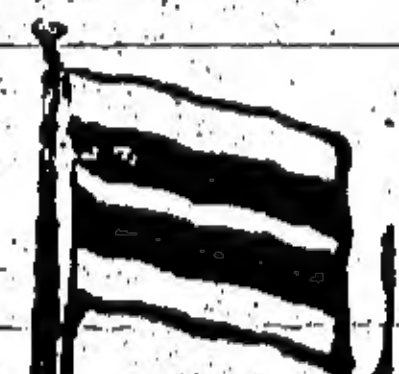
"KAMO MARU"

(Tons, 9000 Gross Reg. - Captain F. L. SOMMER)

Will be despatched as above on WEDNESDAY, 12th August, at Daylight. Every known Comfort provided on Board for Travellers: First Class Staterooms Amidships comprising ordinary Two Berth Cabin, Single Berth Cabin and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service. Cheapest Passage Rates to Europe and Around the World. For further particulars, apply to

1069

NIPPON YUSEN KAISHA.



NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	"SADO MARU" Tons 6227 Capt. Geo. Anderson	WED., 22nd July, at Daylight.
VICTORIA, H.C. and SEATTLE, WASH., via SHANGHAI, KOBE, YOKOHAMA, and SINGAPORE	"BINGO MARU" Tons 6247 Capt. A. Christensen	WED., 22nd July, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"SHINANO MARU" Tons 6383 Capt. K. Kawara	TUESDAY, 21st July, at 4 P.M.
YOKOHAMA, KOBE and SHANGHAI	"AKI MARU" Tons 6444 Capt. M. Yagi	TUESDAY, 18th Aug., at 4 P.M.
YOKOHAMA, KOBE and SHANGHAI	"KUMANO MARU" Tons 6078 Capt. N. Matheson	FRIDAY, 7th Aug., at Noon.
YOKOHAMA, KOBE and SHANGHAI	"YAWATA MARU" Tons 3817 Capt. K. Homma	FRIDAY, 4th Sept., at Noon.
YOKOHAMA, KOBE and SHANGHAI	"AWA MARU" Tons 6309 Capt. A. Keith	FRIDAY, 24th July, at Daylight.
YOKOHAMA, KOBE and SHANGHAI	"YETOFU MARU" Tons 4185 Capt. K. Sato	MONDAY, 27th Aug., at Noon.
YOKOHAMA, KOBE and SHANGHAI	"MOYOI MARU" Tons 3773 Capt. J. Honda	SATURDAY, 1st Aug., at Noon.
YOKOHAMA, KOBE and SHANGHAI	"YAWATA MARU" Tons 3817 Capt. K. Homma	WED., 5th Aug., at Noon.

Fitted with Marconi's System of Wireless Telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chair Road.

Hongkong, 21st July, 1908.

T. KUSUMOTO,
MANAGER.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD., GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
VLADIVOSTOK	"ARCONIA"	End of July.
SINGAPORE, CALCUTTA & COLOMBO	"CURONIA"	On 14th August.
SHANGHAI, YOKOHAMA & KOBE	"CATHAY"	Middle of Aug.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to
HONGKONG, 18th July, 1908.MELOHERS & CO.,
AGENTS.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chikwa, Peking, Tientsin, Kobe, Yokohama, Genoa, to Hongkong in 30 DAYS.
NAPLES to Hongkong in 29 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Oryland and Europe via Vancouver
YOKOHAMA to VANCOUVER 13 DAYS
YOKOHAMA to LONDON and PARIS 26 DAYS

PROPOSED SAILINGS:

AMIRAL EXELMANS 25th July	MAITE	13th Oct.
OUESSENT 27th Aug.	CEYLAN	26th Nov.
	CORSE	11th Jan. 09

No Passengers: Intermediate Class and Rates of Passage.
New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
SIBERIAN RAILWAY.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURIST arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.Head Office for the Far East:—
16, DES VOUX ROAD,
HONGKONG.Japan Office:
14, WATER STREET,
YOKOHAMA.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I, Austrian cruiser, 4,303 tons, 12 guns, 1000 h.p., Commander Wilhelm Paecher, Northern Waters.

FRENCH.

Achéron, armoured gunboat, 1,830 tons, 1,700 h.p., Lieut. Bertrand, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Fournier, Saigon.

Alouette, gunboat, 140 tons, Reserve, Saigon.

Bruix, armoured cruiser, 4,800 tons, 16 guns, 5,300 h.p., Capt. Rochas, Hongkong.

Cimeter, gunboat, 140 tons, Reserve, Saigon.

Comète, gunboat, 500 tons, 6 guns, 500 h.p., Capt. L. Gervais, Saigon.

Comète, gunboat, 154 tons, Reserve, Saigon.

Dédalo, gunboat, 130 tons, 10 guns, 200 h.p., Lieut. de Linares, Shanghai.

D'Entrecasteaux, 1st class armoured cruiser, 8,200 tons, 26 guns, 13,500 h.p., Captain Thibault, Shanghai.

Esturgeon, gunboat, 141 tons, Reserve, Haiphong.

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Combet, Saigon.

Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.

Haut Rivière, river gunboat, 150 tons, 6 guns, 150 h.p., Haiphong.

Jagouin, gunboat, 200 tons, Reserve, Haiphong.

Lion, gunboat, 500 tons, Reserve, Saigon.

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marre, Saigon.

Manche, surveying-ship, 1,825 tons, 10 guns, 900 h.p., Commander Ragot de la Touche, Saigon.

Mousquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandron, Saigon.

Oly, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Mairville, Upper Yangtze.

Pohu, river gunboat, 130 tons, 4 guns, 230 h.p., Lieut. Pasch, Tongku.

Porle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.

Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongay.

Protée, submarine, 70 tons, 60 h.p., Lieut. Morin, Saigon.

Redoutable, battleship, (reserve) 9,330 tons, 32 guns, 6,200 h.p., Capt. Drouot, Saigon.

Styx, armoured gunboat, 1,500 tons, 8 guns, 1,800 h.p., Lieut. Seriot, Saigon.

Tahiti, steam-launch, Upper Yangtze.

Takou, destroyer, 250 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.

Vanhan, torpedo-depot, Commander Mortenol, Hongay.

Vétéran, torpedo-depot, Lieut. Bibet, Cap Saint-Jacques.

Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dumoulin, Sikiang.

Vipère, gunboat, 475 tons, Reserve, Saigon.

ITALIAN.

Arco, cruiser, 2,719 tons, Captain von Hippel, Amoy.

Furor, Blomark, (flagship), 11,000 tons, 36 guns, 14,000 h.p., Konter-Admiral Cosper, Shanghai.

Ilia, gunboat, 1,000 tons, 10 guns, 1,300 h.p., Captain Lemaire.

Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Poeschlitz-Welner.

Leipzig, cruiser, Captain Engel.

Luchs, gunboat, 550 tons, 10 guns, 1,344 h.p., Captain Bilken.

Niobe, cruiser, Captain Langemak.

Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss.

Taiguan, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Ross.

Vaterland, gunboat, 3 guns, 500 h.p., Captain Tonsaint.

Vorwarts, gunboat, First Lieut. Klebers.

Vesuvio, cruiser, 2,145 tons, Baron de Sain Pierre.

PORTUGUESE.

Rio Lima, cruiser, 720 tons, 7 guns, Macao.

UNITED STATES.

Barry, destroyer, 420 tons, Ens. David Lyons.

Cavite.

Callao, gunboat, 243 tons, Lt. Guy Whitlock, Shanghai.

Chauncey, destroyer, 420 tons, Lt. Frank McCrary, Cavite.

Chatanooga, cruiser, 3,200 tons, Commander E. C. Smith, Suez.

Cleveland, cruiser, 3,200 tons, Commander J. T. Newton, Cavite.

Colorado, armoured cruiser, 13,680 tons, Captain S. H. Stanton, Oryland.

Concord, gunboat, 1,710 tons, Commander J. H. Sears, Shanghai.

Dale, destroyer, 420 tons, Ens. G. V. Stewart, Cavite.

Decatur, destroyer, 420 tons, Ens. C. W. Minnie, Cavite.

Denver, cruiser, 3,200 tons, Commander W. Casperson, Shanghai.

Galveston, cruiser, 3,200 tons, Commander B. W. Hodges, Manila.

Helena, gunboat, 1,392 tons, Commander R. M. Hughes, Shanghai.

Maryland, armoured cruiser, 13,680 tons, Capt. O. Thomas, Cruising.

Mohican, (station ship), Lieut. Commander M. L. Miller.

Mohandook, monitor, 4,000 tons, Lt. Commander Miller, Olungapo.

Monterey, monitor, 4,000 tons, Lt. P. W. Todd, Olungapo.

Pennsylvania, armoured cruiser, 13,680 tons, Capt. A. Ward, Cruising.

Queen, gunboat, 350 tons, Lt. H. P. Percill, Yangtze.

Ramona, (station ship), Lieut. Commander E. B. Wright, Shanghai.

Villalobos, gunboat, 370 tons, Lt. A. Andru, Yangtze.

West Virginia, armoured cruiser, 13,680 tons, Capt. J. B. Milton, Cruising.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907, With Index. Price 7/6.
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Hongkong 28th February 1907.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcorty, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. C. T. Fuller, Weihaiwei.

Astraea, 2nd class cruiser, 4300 tons, 10 guns, 7000 h.p., Captain F. E. C. Ryan, Weihaiwei.

Bedford, British cruiser, Capt. S. E. Erskine, R.N., Weihaiwei.

Bramble, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. Hon. R. O. D. Bridgeman, Hongkong.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. E. B. Noble, Yangtze.

Cadmus, British ship, 1070 tons, Comdr. H. L. Majendie, Weihaiwei.

Chio, British ship, 1070 tons, Comdr. G. D. S. Ralke, Shanghai.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut.-Comdr. Gresson, Weihaiwei.

Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Weihaiwei.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. W. H. Darwall, Weihaiwei.

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. G. U. Dickson, Weihaiwei.

